



AGENDA

BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
MAY 11, 2023
5:30 PM
CITY HALL
COUNCIL CHAMBERS
200 LINCOLN AVENUE

PROCEDURES FOR BICYCLE AND PEDESTRIANS ADVISORY COMMITTEE MEETING

Written Public Comment: Members of the public may submit written comments on legislation by clicking on the comment bubble to the right of the meeting on the public portal at <https://santafe.primegov.com/public/portal> three hours prior to the start of the meeting.

The agenda and packet for the meeting will be posted at <https://santafe.primegov.com/public/portal>.

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **APPROVAL OF AGENDA**
4. **APPROVAL OF MINUTES**

- a. March 9, 2023 minutes
5. **COMMUNICATIONS FROM THE PUBLIC (max. 2 minutes)**
6. **COMMUNICATIONS FROM OTHER AGENCIES (max. 5 minutes)**
- a. Santa Fe Metropolitan Planning Organization (Erick Aune, AICP, SFMPO Officer)
 - b. Santa Fe Conservation Trust (Tim Rogers, Trails Program Manager)
 - c. Public Safety Committee (Khalil Spencer, BPAC Vice-Chair)
7. **DISCUSSION AND POSSIBLE ACTION ITEMS**
- a. Santa Fe Police Department Bike Unit Presentation (Sgt. John DeBaca)
 - b. Consideration of Resolution 2023 – (Councilor Michael Garcia) A Resolution Maintenance and Installation of Bicycle/Pedestrian Facilities (Judith Gabriele, Promotions, Education and Programming Subcommittee Chair)
 - c. Santa Fe County Ordinance 2001- 1 “Rules and Regulations for County Parks, Trails, and Open Space Areas” (Erik Aaboe, BPAC Member)
 - d. Traffic Calming Program Rewrite Update (Yolanda Eisenstein, Policy, Planning and Law Subcommittee Chair)
 - e. Reporting on League of American Bicyclist “Lobby Day” (Steve Pilcher, BPAC Member)
 - f. BPAC Promotional Events (Judith Gabriele, Promotions, Education and Programming Subcommittee Chair)
 - g. City of Santa Fe Ordinance 2023-4 vis-a-vis NM State Bill 69 (Romella Glorioso-Moss, BPAC Staff Liaison)

8. SUBCOMMITTEE COMMUNICATIONS

- a. Policy, Planning and Law Subcommittee (Yolanda Eisenstein, Chair)
- b. Promotions, Education and Programming Subcommittee (Judith Gabriele, Chair)
- c. Technical Review Subcommittee (Ben Pingilley, Chair)
 - Henry Lynch Conceptual Design Review
 - Bishop's Lodge Road 30% Design Review

9. MATTERS FROM STAFF

- A. BPAC membership, funding applications, and Complete Streets Administrative Manager, Lucrecia Diaz

10. MATTERS FROM THE COMMITTEE

11. MATTERS FROM THE CHAIR

12. NEXT MEETING: Thursday, June 8, 2023

13. ADJOURN

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6521, five (5) working days prior to meeting date.



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1. CALL TO ORDER

The meeting was called to order by Vice-Chair Khal Spencer at 5:35 pm.

2. ROLL CALL

Members Present:

Chair Michael Garcia (arrived at 5:45 pm)
Member Erik Aaboe
Member Judith Gabriele
Member Ben Pingilley
Member Khal Spencer
Member Steve Pilcher

Members Excused:

Member Yolanda Eisenstein
Member Tony Gerlicz
Member Paloma Sanchez

Others Attending:

Romella Glorioso-Moss, BPAC Staff Liaison
Leah Yngve, SFMPO Senior Transportation Planner
Tim Rogers, SFCT Trails Manager
Bill Adrian, PPL Subcommittee Member
Jennifer Webber, City Resident – bicycle and pedestrian advocate

3. APPROVAL OF AGENDA

MOTION: Member Aaboe moved, seconded by Member Gabriele, to approve the Agenda as presented.

VOTE: The motion was approved on the following Roll Call vote:



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For: Member Aaboe, Member Gabriele, Member Pingilley, Member Spencer, and Member Pilcher

Against: None

Abstain: None

4. APPROVAL OF MINUTES

a. February 9, 2023 Regular Meeting

MOTION: Member Aaboe moved, seconded by Member Pilcher, to approve the February 9, 2023 minutes as presented.

VOTE: The motion was on the following Roll Call vote:

For: Member Aaboe, Member Gabriele, Member Pingilley, Member Spencer, and Member Pilcher

Against: None

Abstain: None

5. COMMUNICATIONS FROM THE PUBLIC (maximum 2 minutes)

Jennifer Webber, Romero Street, Santa Fe, NM 87501

Good evening, welcome to the “pedestrian-friendly” Railyard. I’ve shared with you before my concerns about how pedestrians and cyclists in Santa Fe are bullied by cars drivers that don’t obey traffic laws. I’d like to give you some specific examples that happen right here, along with sharing other safety concerns.



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As I walked my dog on Monday afternoon around 4, we made our usual attempt to try and cross Paseo de Peralta at the Rail Trail cross walk. The weather was nice, I was wearing an orange shirt, and yet cars didn't stop at the cross walk for us. I reached out my arm and waved it to try and be seen, and a car finally stopped and we crossed. The way back was similar. We walked through the Railyard and reached the water tower, where we make a left onto Alcaldesa, and I mean literally onto the street because as you stand at the pedestrian crossing access at the water tower to cross the tracks, it forces you onto the street because a chain blocks the sidewalk on the other side of the tracks. This particular afternoon a car was at the stop sign facing us, and the train crossing gate arm lit up and started to lower, indicating a train was approaching. So instead of walking into the street, my dog and I started to cross Alcaldesa. The car driver, however, decided to outrun the lowering gate and jolted towards us. We ran to safety on the other side of the street. Two friends of mine happened to be sitting on the patio of Restoration Pizza and saw this go down. As we approached, they said, whoa, that was wild. It was.

These are pretty regular occurrences, having to wave your arms to get cars to stop at crosswalks, and dodging speeding cars not following traffic laws. Trying to cross Guadalupe at its crosswalks, running across Montezuma in front of Beastly Books because there is neither a stop sign nor a marked crosswalk, and a streetlight has been out for years (I've reported it to PNM). It's not pleasant.

Pedestrians and cyclists also use Romero and West Manhattan to access the Rail Yard, and with streets and sidewalks in disrepair, pedestrians are forced to walk in the street. It's dangerous.

Here's what I suggest. Since cities, including Santa Fe, successfully killed legislation that would have made local government responsible for sidewalk maintenance, I'd like to see property owners notified when the sidewalks in front, or to the side, of their property don't meet legal requirements for safe passage. And held accountable for the repair. And I'd like the city to do its part, fixing streets that are uneven and unsafe due to tree roots bulging through asphalt, like right behind us on Romero. And I'd like the Rail Yard to be truly safe for pedestrians and cyclists by seeing car drivers that don't stop at crosswalks ticketed. Finally, I'd like to see cars not able to



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drive through the Rail Yard by closing Market Street between West Manhattan and Alcala to cars and doing the same on Alcala between Camino de la Familia and Chili Line Lane. That would open up this area to the community for easy gathering, maybe roller skating and other activities. Let's make the Rail Yard truly pedestrian friendly.

6. COMMUNICATIONS FROM OTHER AGENCIES (maximum 5 minutes)

- a. Santa Fe Metropolitan Planning Organization (Erick Aune, AICP, SFMPO Officer)

- b. Santa Fe Conservation Trust (Tim Rogers, Trails Program Manager)

Mr. Rogers reported on SFCT's programs such as Vamonos (May through October), Passport to Trails (restarting in April), and Safe Routes to Schools (restarting in April).

He also reported on the SRTS funding application to federal program called Transportation Alternative Program which BPAC has supported.

- c. Public Safety Committee (Khalil Spencer, BPAC Vice-Chair)

Mr. Spencer requested the Bike Unit of the Santa Fe Police Department to make a presentation at next meeting.

8. DISCUSSION AND POSSIBLE ACTION ITEMS

- a. Bicycle Master Plan and Metropolitan Transportation Plan Project Update (Leah Yngve, MSPH, SFMPO Senior Transportation Planner)

Presentation by Ms. Leah Yngve, SFMPO Senior Transportation Planner

The SFMPO is in the process of updating the Bicycle Master Plan (BMP) which was adopted in July 2019. The majority of new trails added to the project list comes from the process of reconciling previous records of



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proposed trails with the 2019 BMP list. Trail alignment sources include the 1999 General Plan, 1987 City Code, and Santa Fe County Sustainable Land Development Code. Each trail alignment was evaluated by MPO staff for possible inclusion in the BMP project list with considerations for feasibility and connectivity.

The updated BMP introduces a new category called the Arroyo Network. This category recognizes the potential of arroyos to form a logical bicycle or pedestrian network along their courses, but stops short of calling for this specific type of network development. Instead, the Arroyo Network reserves the right to establish trail easements and evaluate trail feasibility and utility as development or other opportunities occur. An interactive map is available at SFMPO website. (Ms. Yngve demonstrated the interactive map.)

SFMPO acknowledges that new priorities for trail alignments, connections, crossings, and road improvements will continue to arise as the metropolitan area develops and as bicycle use expands. The MPO and its member agencies may request additional trail connections and bicycle network improvements as opportunities arise relating to private developments as well as public projects.

Ms. Yngve encouraged BPAC members to check their website and submit their comments by March 24, 2023. Public hearing and approval will be held on April 27, 2023.

- b. A Resolution: Maintenance and Installation of On-Road Bicycle/Pedestrian Facilities (Judith Gabriele, BPAC Member)

MOTION: Member Spencer moved, seconded by Member Pilcher, to approve the draft resolution as amended.

VOTE: The motion was on the following Roll Call vote:

For: Member Aaboe, Member Gabriele, Member Pingilly, Member Spencer, Member Pilcher, and Chair Garcia



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Against: None

Abstain: None

- c. Discussion on the following Bills (Steve Pilcher, BPAC Member)
- a) Senate Bill 69: Electric-Assisted Bicycle
 - b) House Bill 328: Motor Vehicle Vision Zero Plan
 - c) Senate Bill 343: E-Bike "instant rebate"
 - d) House Bill 408: Protected Bike Lanes

The Committee reviewed four bicycling related bills under consideration by the State Legislature. As of the meeting, none had been voted upon, and the legislative session is nearly over.

The four bills are:

SB 69, which defines and regulates e-bicycles. The language of this bill is similar to Santa Fe's recently adopted ordinance;

HB 328, which establishes a motor vehicle "Vision Zero" plan;

SB 343, which would provide a rebate to qualifying low-income individuals should they purchase an e-bike;

HB 408, which would require the incorporation of protected bike lanes as a part of road improvement projects within cities of at least 10,000 population.

The Committee discussed the pros and cons of each bill, but given the impending end of the session, did not move to make any formal comments.

- d. Letter of Support for Safe Route to School Application for Transportation Alternative Program (Tim Rogers, Santa Fe SRTS Coordinator)

MOTION: Member Spencer moved, seconded by Member Aaboe, to approve to send the letter of support as presented.

VOTE: The motion was on the following Roll Call vote:



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For: Member Aaboe, Member Gabriele, Member Pingilley, Member Spencer, Member Pilcher, and Chair Garcia

Against: None

Abstain: None

- e. Public Works Roadway and Trails Capital Projects Update (Romella Glorioso-Moss, BPAC Staff Liaison)

8. SUBCOMMITTEE COMMUNICATIONS

- a. Promotions, Education and Programming (Judith Gabriele, Chair)

Member Gabrielle reported on the meeting with the City's Community Engagement Communications Team Manager Michaela Beggins. City will help BPAC designing its promotional materials such as the banner, flyer and website.

- b. Technical Review Subcommittee (Ben Pingilley, Chair)
- a) Bishop's Lodge Rd Reconstruction Conceptual Plan
 - b) El Camino Real Academy Trail 60% Design Plan
 - c) Paseo Del Sol Extension Conceptual Plan

Member Pingilley left the meeting before his agenda item came up but e-mailed his report to the Staff Liaison which was read at the meeting.

El Camino Real Academy - 60% Review (Ben was not present)

- The ROW (Right of Way) has been established and an amendment for an easement has been submitted
- 90% review is scheduled to happen in late March or early April



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- Signage will be provided at 90% review
- Nothing else to note unless Romella or Tim who were present would like to add

Bishop's Lodge - Preliminary Design Meeting

- There was a discussion of using mini-roundabouts, but was nixed because of speed and ROW
- There will be only one sidewalk on one side of the road rather than both side because of ROW
- Discussed decreasing the travel lane width to 11 or 10.5ft - An internal followup will occur

Paseo del Sol - Preliminary Design Meeting

This review was a big step in the right direction. They agreed with almost every suggestion that was made. This includes:

- Reducing travel lanes to 10 feet throughout the entire project
 - Increasing bike lane width to a minimum of 5 feet
 - Increasing the north sidewalk width to serve as a trail connection for Safe Routes to School
 - They are asking the Fire Department about speed tables on longer straight aways
 - Adding a pedestrian crossing connecting North to South when the south side crosswalk ends
- Reducing travel lane width when entering round-a-bouts to force car and bike traffic to merge together

9. MATTERS FROM STAFF

10. MATTERS FROM THE COMMITTEE

11. MATTERS FROM THE CHAIR

12. NEXT MEETING: April 13 2023



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13. ADJOURN 7:54 pm

Romella Glorioso-Moss

Liaison

Chair

1 CITY OF SANTA FE, NEW MEXICO

2 RESOLUTION NO. ~~2022~~2023-__

3 INTRODUCED BY:

4 Councilor Michael Garcia

5
6
7
8
9
10 A RESOLUTION

11 MAINTENANCE AND INSTALLATION OF ~~ON-ROAD~~ BICYCLE/PEDESTRIAN
12 FACILITIES
13

14 WHEREAS, one of the duties and responsibilities of the Bicycling and Pedestrian
15 Advisory Committee (BPAC) is to assist in the prioritization of bicycle and pedestrian
16 infrastructure projects to be completed using city, state, and federal funds, through the
17 development of BPAC Strategic Plan FY 2023-2033, the Santa Fe Metropolitan Planning
18 Organization (“SFMPO”) Bicycle Master Plan and the SFMPO Pedestrian Master Plan;
19 and,

20 WHEREAS, in ~~2007~~2022, the ~~SFMPO Policy Board, of which the~~ City of Santa
21 Fe ~~is a member~~, adopted a Complete Streets Policy via Resolution 2022-46, ~~directing~~
22 ~~transportation planners and engineers to routinely plan, design, construct, operate, and~~
23 ~~maintain the entire right-of-way for safe access of all users, including pedestrians,~~
24 ~~bicyclists, motorists, and transit riders regardless of age, ability, and mode of~~ supporting

1 Complete Streets transportation design standards, which are intended to provide safer and
2 more equitable transportation improvements and reducing the impacts of climate change
3 in the Santa Fe Metropolitan Planning Area; and,

4 **WHEREAS**, pavement markings delineating pedestrian crossings, bicycle
5 roadway lanes, travel transitions, sharrows, green lane markings and other delineators are
6 essential elements of transportation infrastructure with critical impacts on safety and
7 mobility; and

8 **WHEREAS**, these pavement markings provide all road users with the necessary
9 information to adjust driving, bicycling, and walking behavior or make calculated
10 decisions about traveling, the visibility of pavement markings for all users can be the
11 difference between a safe trip and a disastrous collision; and

12 **WHEREAS**, wayfinding and signage programs for all roadway users support more
13 efficient and safer travel patterns, alert roadway users of the presence of other modes of
14 transportation and foster a sense of community with shared interests; and

15 **WHEREAS**, annual and routine maintenance of pavement markings and
16 wayfinding and signage programs are critical to support a safe and effective
17 transportation network and meet the transportation goals of the City of Santa Fe; and,

18 **WHEREAS**, the purpose of ~~the Bicycling and Pedestrian Advisory~~
19 ~~Committee~~BPAC is to work with city ~~and MPO staff and to~~ provide input and advice to
20 the Governing Body that supports the ongoing development and maintenance of a
21 transportation infrastructure that makes bicycling and walking in the City of Santa Fe
22 safe, viable, and comfortable modes of transportation, commuting, and recreation; and,
23 the following policy recommendations are presented for approval and implementation by

1 the City of Santa Fe.

2 **NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE**
3 **CITY OF SANTA FE**

4 1. Establish a regular inspection schedule to assess the condition of the city's
5 bicycle and pedestrian infrastructure.

6 2. Develop and maintain a Geographic Information ~~system~~ System (GIS) based
7 inventory of the physical condition of each element of the city's bicycle and pedestrian
8 infrastructure. The list will be used to prioritize maintenance and repairs and ensure that
9 infrastructure remains safe and functional, including but not limited to: returning the
10 infrastructure to its original condition (or better), especially after any planned road or
11 infrastructure maintenance that impacts bike-ped infrastructure (e.g., if roads with ~~sharrows~~
12 markings get patched, ~~sharrows are or~~ replaced; street sweeping of bikelanes, etc.). Criteria may
13 include, but are not limited to:

14 A. The condition of the infrastructure from the inventory list described above.

15 B. Equitable distribution of city resources to support bicycle and pedestrian
16 infrastructure throughout the city.

17 C. BPAC recommendations, public input, and constituent requests.

18 D. The importance of a piece of infrastructure to the connectivity of a multi-modal
19 transportation network.

20 3. Establish an annual fund with a consistent source(s) of funds to support the
21 ~~development and~~ ongoing maintenance of bicycle and pedestrian infrastructure including new
22 developments within the city limits.

23 4. Designate the appropriate entities and departments within the city's government to
24 implement the policies and manage the budget, and ensure that bicycle and pedestrian
25 infrastructure is treated as both transportation and recreation with appropriate engineering,

1 design, and maintenance funding resources.

2
3 PASSED, APPROVED, and ADOPTED this _____ day of _____, ~~2022~~2023.
4
5
6

7 _____
8 ALAN WEBBER, MAYOR

9 ATTEST:

10
11 _____
12 KRISTINE MIHELIC, CITY CLERK
13

14 APPROVED AS TO FORM:

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16 _____
17 ERIN K. McSHERRY, CITY ATTORNEY
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24 *Legislation/2023~~4~~/Resolutions/*

SANTA FE COUNTY

Ordinance No. 2001- 1

RULES AND REGULATIONS FOR COUNTY PARKS, TRAILS AND OPEN SPACE AREAS

Section 1. Short Title

This ordinance may be cited as the “Rules and Regulations for County Parks, Trails, and Open Space Areas”

Section 2. Purpose and Legislative Authority

NMSA 1978 § 4-37-1 (1975) authorizes the Board of County Commissioners to adopt rules and regulations pertaining to parks, trails and open space areas.

The purpose of this Ordinance is to establish rules and regulations for public use of county parks, trails, and open space areas in a manner that promotes public health, safety, and welfare and preserves property which Santa Fe County owns, leases or otherwise manages as parks, trails, or open space areas.

Section 3. Definitions

3.1 “Administrator” means the Land Use Administrator of the Santa Fe County Land Use Department;

3.2 “Board of County Commissioners” means the Board of County Commissioners for Santa Fe County;

3.3 “Commercial use” means any for-profit sales or services but does not include the operation of vending machines authorized the Board of County Commissioners;

3.4 “Cultural resources” means any structures, places, sites, or objects having historic, archaeological, scientific, architectural, or other cultural significance;

3.5 “Special Use Permit” means a permit issued by the Board of County Commissioners or Land Use Administrator to a person, business entity, or organized group to host or provide a certain event or activity within a County park, trail, or open space area. The term of a special use permit shall be for the duration of the approved event.

3.6 “Vending machine” means any coin-operated beverage, snack or service machine subject to approval of the Board of County Commissioners.

Section 4. Rules and Regulations

1. Removing or Installing Objects.

(a) It shall be unlawful for any unauthorized person to remove, destroy, mutilate, collect or deface any natural or man made object within any County park, trail, or open space area, including but not limited to: trees, down timber or branches, shrubbery, plants, flowers, rocks, fences, signs, kiosks, bulletin boards, restrooms, tables, benches, cultural resources, and trash containers.

(b) It shall be unlawful to place rock bolts, install gates, plant trees or any other type of landscape material, or establish or construct trails or other facilities for public or private use without the prior written consent of the Administrator.

(c) Notwithstanding the above, collection of edible roots, herbs, or nuts for individual consumption shall be allowed, provided it is done in accordance with a duly authorized management plan.

2. Wildlife. It shall be unlawful for any person to feed, hunt, pursue, trap, molest, disturb, or kill any wildlife at any time within any County park, trail, or open space area. Except that any person may injure or kill any wildlife that is threatening immediate harm to him or others. The person who takes action under this provision shall report this action to the Santa Fe County Sheriff's Department or County Code Enforcement Officers, who shall verify the necessity of such action.

3. Firearms. It shall be unlawful to carry or discharge into any County park, trail, or open space area firearms or projectile weapons or explosives of any kind including, but not limited to, fireworks, BB guns, pellet guns, air guns, crossbows, longbows, slingshots, or other device capable of causing injury to persons or animals or damage or destruction to property; peace officers on official duty are excepted.

4. Domestic Animals.

(a) Any dog or other domestic animal within a County park, trail, or open space area shall be restrained by a leash and under the control of a person, unless otherwise posted.

(b) Horses shall be permitted only in designated areas and must be adequately controlled at all times.

(c) It shall be unlawful for any person to allow any dog or other domestic animal under his control to disturb, molest, harass or chase livestock in a County park, trail, or open space area.

5. Camping. Camping is not permitted except in designated areas.

- 6. Special Use Permits.** Special Use Permits are required for any commercial, recreational, athletic, educational or public event with an anticipated attendance of 15 or more persons. Grazing use on properties shall be allowed based on an adopted management plan and issuance of a special use permit. The Board of County Commissioners or Administrator may require indemnification and proof of general liability insurance naming the County as an additional insured before issuing a Special Use Permit to any person or entity. Special Use Permits may be obtained by making application to the County Land Use Department.
- 7. Fires.**
- (a) Ground fires are unlawful. Fires may be built only in designated picnic areas, and then only in grills and fireplaces or in personal grills and stoves. All fires must be attended at all times and properly extinguished. Exceptions to the ground fire prohibitions may be allowed only with a Special Use Permit.
- (b) Fires may be prohibited entirely by order of the Board of County Commissioners, the County Sheriff, or County Fire Marshall by the posting of special notices or other means of public notification. It shall be unlawful to build any fire or use any stove or other device having an open flame whenever the Board of County Commissioners has issued an order prohibiting the same.
- 8. Motor Vehicles.**
- (a) No person may operate a motor vehicle, including a car, truck, motorcycle, mini-bike, all terrain or other recreational vehicle, within any County park, trail or open space area, unless the area is specifically designated and posted to permit the operation of such vehicle; County and emergency vehicles on official business are excepted. For exceptions related to disabled access refer to 8(c).
- (b) Bicycle use within any park, trail, or open space area shall be allowed only on designated roads or trails and only when those areas are not posted to prohibit such use.
- (c) Persons with disabilities may use single-rider, motorized vehicles adapted for use by them.
- (d) The Administrator may impose use restrictions on specific parks, trails, or open space areas when such restrictions are necessary for resource protection or personal safety. Such restrictions shall be posted at the trailheads and it shall be unlawful for any person to violate the posted restrictions.
- 9. Vehicle Parking.** Vehicles shall be parked only in designated parking areas and in designated camping areas and may not be left unattended or occupied in a county park, trail or open space area at any time from one half-hour after sunset to sunrise, except as specifically authorized in designated camping areas. It shall be unlawful to park any vehicle in such a manner as to block access, restrict traffic, or inhibit free movement of other vehicles, or persons. Vehicles so parked may be towed at the owner's expense. Exceptions to this provision may be granted under a Special Use Permit.

- 10. Advertising.** The posting of advertisements or the placement of brochures by private parties on County park, trail, or open space area facilities and on vehicles within designated parking areas is prohibited.
- 11. Disposal of Trash.** It shall be unlawful to dispose of trash, garbage, rubbish, litter or debris within any County parks, trails, or open space areas, except that which is generated by legal activities conducted within the parks, trails, or open space areas. Trash and debris legally generated within any County parks, trails, or open space areas must be removed or deposited in designated trash receptacles.
- 12. Alcoholic Beverages.** It shall be unlawful to sell, consume, possess, or serve alcoholic beverages, as defined by state statute, within any County parks, trails, or open space areas.
- 13. Research.** All research projects to be conducted within any County park, trail, or open space area must be reviewed and prior written authorization granted by the Administrator. All research projects shall comply with this Ordinance.
- 14. Commercial Uses.** It shall be unlawful for any person, acting individually or on behalf of a business or organization, to use any County park, trail, or open space area for any commercial purpose without first obtaining a Special Use Permit.
- 15. Public Nuisance.** It shall be unlawful for any person to engage in any activity within a County park, trail, or open space area which interferes with the health, safety and welfare of the users or which creates a nuisance or hazard to the use and/or safety of persons using or neighboring the area. Disorderly conduct (including amplified sound) shall be prohibited, except that amplified sound may be allowed through the issuance of a Special Use Permit.
- 16. Yielding Right-Of-Way.** It shall be unlawful for any trail user passing another trail user to fail to yield in the manner defined herein or as otherwise posted at trailheads. The appropriate order for yielding the right-of-way is as follows: All users yield to equestrians, and bicycles yield to pedestrians. Yielding the right-of-way requires slowing down to a safe speed, being prepared to stop, establishing communication, and passing safely.
- 17. Closures.**
- (a) Open space lands being managed for agricultural and other purposes and posted as such are closed to the public unless trails and other related facilities are otherwise designated by the Board of County Commissioners. It shall be unlawful for any unauthorized person to enter such closed areas.
 - (b) The Land Use Department may from time to time determine that closures of open space areas to the public and/or to certain animals are necessary or desirable to protect wildlife, vegetation, or for public safety concerns. The Board of County Commissioners may designate an area as closed temporarily, indefinitely or permanently. It shall be unlawful for any unauthorized person to enter areas that are closed. All closures, whether temporary, indefinite or permanent, shall be posted.

18. Posted Regulations. It shall be unlawful to violate any posted regulations or those regulations set forth in an official county parks, trails, or open space brochure.

19. Enforcement. The Santa Fe County Sheriff's Department and County Code Enforcement Officers shall enforce any and all of the regulations adopted for County parks, trails, and open space areas. To the extent that the Board of County Commissioners may find it desirable to vest specific enforcement authority in other County personnel or other governmental agency, those individuals so vested shall also have the authority and responsibility to enforce regulations adopted for County parks, trails, and open space areas. The following schedule of fines shall be used for violations of this Ordinance:

First Offense:	\$100
Second Offense:	\$300
Third Offense:	\$500 or the maximum allowed by law

Weapons and Fire-related Offenses:

First Offense:	\$500
Subsequent Offenses:	Maximum allowed by law

20. Penalties. Any person who violates the provisions of this Ordinance shall be prosecuted in a court of competent jurisdiction and penalized to the maximum extent allowed by law.

21. Severability. The provisions of this Ordinance shall be severable. If any provision of this Ordinance is ruled to be invalid by a court of competent jurisdiction:

(a) the effect of such judgment shall be limited to the specific provision or provisions that are expressly stated in the judgment to be invalid; and

(b) such judgment shall not affect, impair or nullify the validity or application of the remainder of this Ordinance which shall continue in full force and effect.

22. Effective Date. The Ordinance shall take effect thirty (30) days after it is recorded in the County Clerk's Office.

23. Ordinance Availability. The County Land Use Department shall make available for inspection to the public, a current copy of the existing rules and regulations related to County parks, trails, and open space areas.

PASSED, APPROVED AND ADOPTED this 13 of February 2011.



BOARD OF COUNTY COMMISSIONERS

[Signature]
Patricia C. Curren

ATTEST:
[Signature]
Ruben Bustamante, County Clerk

Approved As to Form

[Signature]
for Steven Stephenson, County Attorney



1865598
COUNTY OF SANTA FE
COUNTY CLERK
I hereby certify that this was read and filed
for record on the 13 day of February, A.D.
2011 at 11:00 A.M. in the
and this day recorded in the
book 209 - 222 of the records of
this County.

[Signature]
Steven Stephenson, County Attorney



HR 1685, The E-BIKE Act

What It Is »

The Electric Bicycle Incentive Kickstart for the Environment (E-BIKE) Act creates a tax rebate for people buying electric bikes similar to the tax incentive for buying an electric car. Because electric bikes include a motor, it makes it easier for riders to take longer trips more often, and to carry more cargo. An electric bicycle, or e-bike, is a standard bicycle equipped with an electric motor, a battery, and a bicycle drivetrain. Depending on the design, e-bikes may be operated through pedaling or with the engagement of a throttle. That means electric bike trips are often used to replace car trips, helping to reduce emissions and congestion while expanding affordable transportation options.

A recent pilot program in Denver exemplifies the benefits of offering rebates on e-bikes. In 2022, individuals redeemed 4,734 e-bike rebates. After surveying e-bike voucher users, the city found that 71% of survey respondents were using their gas-powered car less often and the e-bikes were replacing over 100,000 vehicle miles on average every week.

What It Does »

The E-BIKE Act creates a consumer tax credit that:

- Accounts for the purchase of one e-bike for single filers, or two for joint filers
- Provides a rebate for 30% of the cost of a new electric bicycle, up to a \$1,500 credit.
- Is fully refundable, allowing lower-income workers to claim the credit. Individuals without tax liability can still receive the tax rebate.
- Includes an income limitation of \$150,000 for a single filer, \$225,000 for head of household, and \$300,000 for joint filers. This is \$75,000 less than the limitation on electric car rebates.
- Includes language that limits eligible e-bikes to ones with tested battery systems. It also limits eligibility to electric bicycles that meet the Three Class Definition, which largely overlaps with brands manufacturing safe, tested batteries.
- Prevents fraud by requiring manufacturers to provide a VIN that retailers report to the IRS upon sale.

Why It Matters »

- Replacing a small amount of car trips with bikes and e-bikes could have a significant impact on congestion. A 2008 Texas Transportation Institute study showed a 3% drop in vehicle miles traveled resulted in a 30% drop in congestion. Across the country, almost 50% of trips are three miles or shorter.
- A 2018 study by Portland State University showed that 46% percent of e-bike commute trips replaced automobile commute trips and 30% of car trips for errands.
- Making e-bikes affordable for delivery workers, which involves short trips with regular parking and/or standing, could make a significant reduction in greenhouse gas emissions. A recent study published in Transport Research found that if 15% of urban trips were made by e-bikes, it would reduce GHG emissions by 12%.
- Switching to e-bikes does not compromise the health benefits of bicycling. People riding e-bikes get roughly the same amount of physical activity as other cyclists because they often bike for longer amounts of time.

To Co-Sponsor »

The bill, HR 1685, is sponsored by Representatives Jimmy Panetta, Earl Blumenauer, Mike Thompson, and Adam Schiff.

To co-sponsor HR 1685, please contact Mark Dennin (Panetta): Mark.Dennin@mail.house.gov



HR 1668, Sarah Debbink Langenkamp Active Transportation Safety Act

What it is »

Sarah Debbink Langenkamp was a U.S. diplomat and mother of two boys who had been evacuated from Ukraine in the summer of 2022 only to be killed weeks later while riding her bike home on a road in Bethesda, Maryland. Her death, following her evacuation from a war zone, occurring so near the nation's capital, has highlighted the worsening trend of traffic violence in the United States and sparked calls for change. This bill is named after Sarah in the hope that remembrance of her life, service, and tragic death will prevent further unnecessary fatalities on our streets.

This bill highlights the need to fill gaps in biking and walking networks and makes it easier for states and local governments to use Highway Safety Improvement Program (HSIP) dollars as a "local match" to build safe bicycling and pedestrian infrastructure through HSIP and the Transportation Alternatives Program (TAP).

The Transportation Alternatives Program was created in 2012 to give local governments access to a small percentage of federal transportation funds for local priorities. The Infrastructure Investment and Jobs Act (IIJA) included a new policy meant to give state DOTs the opportunity to use safety funds as local matches for TAP projects that address local safety concerns. However, the IIJA language requires the state to identify every specific project that would be eligible. The Sarah Dennick Langenkamp Act would clarify language to make it easier for the state to take advantage of this flexibility by allowing the state to match local government identified projects while also ensuring the funds are used only on safety-oriented projects.

What it does »

While it does not spend any new money or create any new mandates on states, it does:

- help reduce the disconnect between state-identified and locally-identified priorities by giving the state the flexibility to spend safety dollars on local priorities.
- give states flexibility to fund bicycle and walking safety projects with 100% federal funds, including for locally identified safety priorities.
- make it easier for states and local governments to fund the safety projects identified in IIJA-funded safety plans. 437 local governments received IIJA funding to write safety plans in one year alone!
- highlight the need to fill gaps in biking and walking networks, and makes such projects eligible for funding under HSIP.

Call To Action »

Please co-sponsor the Sarah Debbink Langenkamp Safety Bill, sponsored by Representatives Blumenauer and Raskin. Contact Tucker Johnson (Blumenauer) at Tucker.Johnson@mail.house.gov

Why it matters »

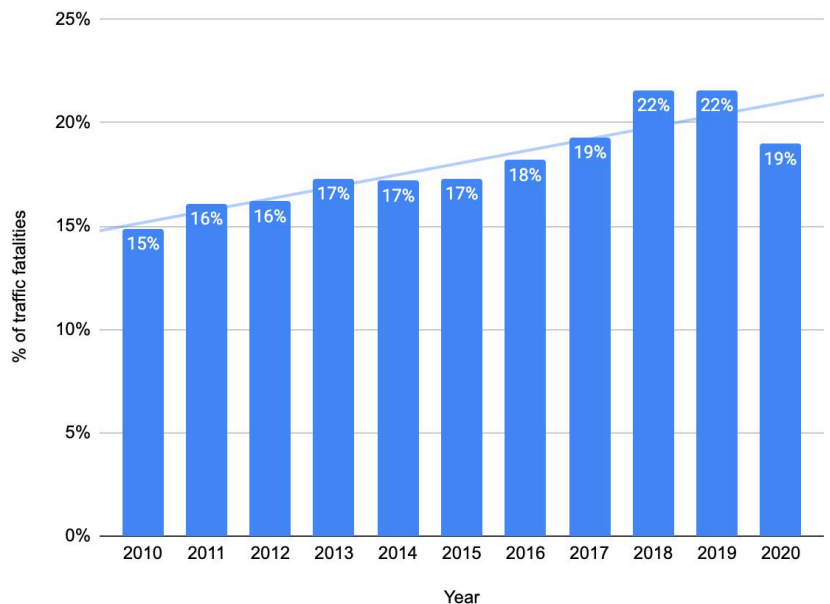
Bicyclists and pedestrians account for 12% of transportation trips but 20% of fatalities. **In 2021, overall traffic fatalities decreased slightly, while bicyclist and pedestrian fatalities increased by 10% and 2%, respectively.**

By the numbers »

Even as overall roadway fatalities stabilized **in the first half of 2022, bicyclist fatalities increased by 8% and pedestrian fatalities by 2% while crashes involving large trucks increased by 10%.**

Transportation Alternatives includes a set aside for communities with a population under 5000. It is those rural communities, and low-income communities, that have the hardest time finding a local match, and have a harder time finding 20% for a local match.

Bicyclist/ Pedestrian fatalities as % of Traffic Fatalities



2020 saw an overall increase in traffic fatalities resulting in bike/ped as a percentage going down. However preliminary data of 2021 and 2022 show it on the rise again. Data Source: NHTSA Fatalities Analysis Reporting System

Proven Counter Measures

- FHWA has found that adding bicycle lanes can reduce total crashes up to 49% on urban 4-lane undivided collector and local roads, and reduce total crashes up to 30% on urban 2-lane undivided collector and local roads.
- Separated bicycle lanes may provide further safety benefits. FHWA anticipates research coming out soon.
- FHWA has found that adding sidewalks can reduce pedestrian crashes by 65-89% in neighborhoods, and adding a shoulder on a rural road can reduce pedestrian crashes by 71%.

Take Action »

Contact Tucker Johnson (Blumenauer) at Tucker.Johnson@mail.house.gov to co-sponsor the Sarah Debbink Langenkamp Safety Bill.



Tell NHTSA: Truck Side Guards Can Dramatically Reduce Bicyclists Fatalities

The Issue » Though large trucks represent only 4% of the vehicles on the road, crashes involving large trucks and bicyclists result in 11% of bicyclist and pedestrian fatalities. The Volpe Transportation Systems Center, a U.S. Department of Transportation (US DOT) research center that has conducted significant research on large truck and vulnerable road user crashes found that side-impact crashes cause nearly one-half of these fatalities. (www.volpe.dot.gov/LPDs) The large, exposed gap between the front and rear wheels along the side of the truck, combined with high-ground clearance, can create a vacuum and sweep the vulnerable person walking or biking under the truck. These tragic fatalities are avoidable and can be dramatically reduced with a very simple installation on trucks: Lateral Protective Devices (LPDs) or Side Guards.

The 2021 Infrastructure Investment and Jobs Act requires that US DOT *study* side guards, but it is essential that the National Highway Traffic Safety Administration (NHTSA) include detailed research with vulnerable road users (VRU).

The Solution » Lateral Protective Devices (LPDs) are barriers retrofitted to the sides of the truck to physically close the dangerous gap between the front and rear tires and the road, protecting vulnerable road users. When the NHTSA research includes vulnerable road users, attention will be given to the length, width and weight of the LPDs to ensure maximum safety.

Take Action » Please join your members of Congress who care deeply about ending traffic deaths on our roadways. Sign on to a Dear Colleague letter, led by Representatives Cohen and DeSaulnier, advocating for report language requiring NHTSA to include vulnerable road user crashes when completing the truck side guard research required in section 23011 of the Infrastructure Investment and Jobs Act (IIJA). Letter closes March 30th!

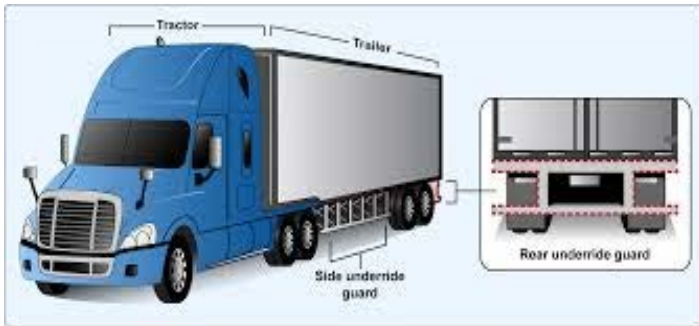
Contact » Alex Schnelle (alex.schnelle@mail.house.gov) in Rep. Cohen's office

Why it matters »

These barriers have proven to be effective. In 2009, **following the mandate** in the United Kingdom, **the fatality rate for bicyclists in relevant collisions with trucks dropped by 61% and for pedestrians by 20%.** (volpe.dot.gov/LPDs).

The Statistics »

The available studies of the use of LPDs globally estimate that in crashes where the truck and vulnerable user are traveling parallel to each other, **LPDs mitigate fatalities from 50–74% for bicyclists and 17 – 27% for pedestrians in side guard relevant crashes.** (rosap.nhtl.bts.gov/view/dot/49250)

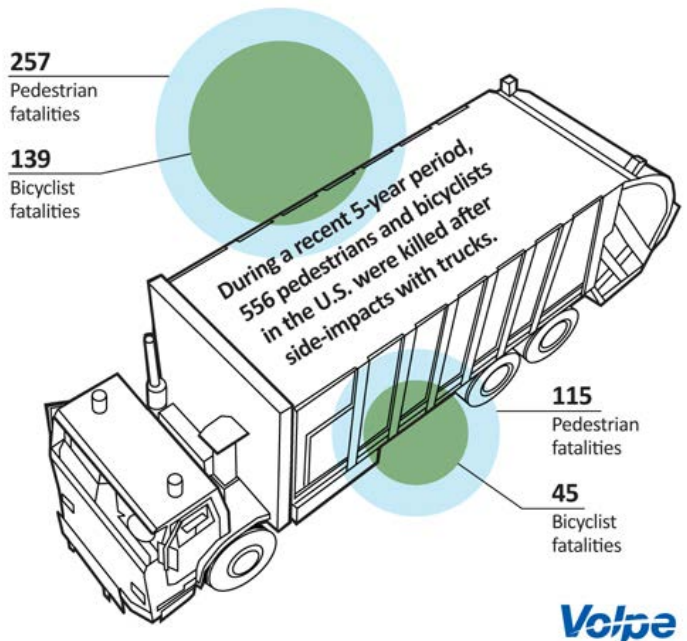


Low Side Guards Save Lives

Lowering the height of the side guard is critical to reducing crashes of VRU in cases where the truck is turning. A lower side guard will push the bicyclists or pedestrians out of the way of the rear wheel. In many large truck-bicycle collisions, the person does not die from the initial impact but from being crushed by the rear wheel of the truck. A low side guard can stop the individual from falling into the pathway of the rear wheel.

Information and photos sourced from US DOT Volpe Center

Nearly **half of bicyclists** and more than **one-quarter of pedestrians** killed by a large truck first impact the side of a truck.



CITY OF SANTA FE, NEW MEXICO

ORDINANCE NO. 2023-4

AN ORDINANCE

**RELATING TO ELECTRIC BICYCLES; AMENDING SECTION 12-1-6 OF THE
UNIFORM TRAFFIC ORDINANCE (“UTO”) TO INCLUDE ELECTRIC BICYCLES IN
THE DEFINITION OF BICYCLE; AMENDING SECTION 12-1-40 OF THE UTO TO
DELINEATE ELECTRIC BICYCLES FROM MOTOR VEHICLES; AMENDING
SECTION 12-1-88 OF THE UTO TO SPECIFY THAT AN ELECTRIC BICYCLE IS A
VEHICLE; AMENDING SECTION 12-8-1 OF THE UTO TO PROHIBIT ANYONE
UNDER THE AGE OF SIXTEEN FROM RIDING A CLASS 3 ELECTRIC BICYCLE;
AMENDING SECTION 12-8-10 OF THE UTO TO REGULATE AND ESTABLISH A
SPEED LIMIT FOR ELECTRIC AND MANUALLY-PROPELLED BICYCLES ON CITY
SIDEWALKS; AMENDING SECTION 12-8-15 OF THE UTO TO REMOVE THE
PROHIBITION FOR BICYCLES TO RIDE ON A STREET ADJACENT TO A
SIDEWALK OR PATH WHEN BICYCLES ARE REQUIRED TO USE THE SIDEWALK
OR STREET; CREATING A NEW SECTION 12-8-18 OF THE UTO TO MAKE IT AN
OFFENSE TO ENHANCE THE SPEED CAPABILITIES OF AN ELECTRIC BICYCLE;
AMENDING SECTION 12-8-23 OF THE UTO TO RAISE THE MAXIMUM FINE FOR
VIOLATION OF CERTAIN PROVISIONS FROM TWENTY-FIVE DOLLARS TO ONE
HUNDRED DOLLARS; AND AMENDING SFCC 1987 SECTION 23-5.1 TO AMEND THE
DEFINITION OF BICYCLE TO INCLUDE ELECTRIC BICYCLES, AND TO
REGULATE THE USE OF ELECTRIC BICYCLES ON CITY ROADS.**

1 **BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:**

2 **Section 1. Section 12-1-6 of the Uniform Traffic Ordinance (being Ord. No.**
3 **2011-23, § 1) is amended to read:**

4 **12-1-6 BICYCLE.** "Bicycle" means:

5 A. Every device propelled by human power, upon which any person may ride,
6 having two or more wheels, except scooters and similar devices[-];

7 B. Every device upon which a person may ride that is equipped with two or
8 three wheels, pedals for human propulsion, and a motor of no more than seven hundred fifty
9 (750) watts and meets the requirements of one of three classes:

10 (1) Class 1 electric bicycle means an electric bicycle equipped with a motor
11 that provides assistance only when the rider is pedaling, and that ceases to provide
12 assistance when the bicycle reaches the speed of twenty miles per hour (20 mph).

13 (2) Class 2 electric bicycle means a bicycle equipped with a motor that
14 provides assistance to propel the bicycle even when the rider is not pedaling, and that is
15 not capable of providing assistance when the bicycle reaches the speed of twenty miles per
16 hour (20 mph).

17 (3) Class 3 electric bicycle means an electric bicycle equipped with a motor
18 that provides assistance only when the rider is pedaling, and that ceases to provide
19 assistance when the bicycle reaches the speed of twenty-eight miles per hour (28 mph).

20 C. Devices with motors outputting more than 750 watts or that can achieve a
21 maximum speed more than 28 mph are motor vehicles.

22 D. Bicycles defined in paragraph B may also be referred to as "electric bicycles"

23 **Section 2. Section 12-1-40 of the Uniform Traffic Ordinance (being Ord. No.**
24 **2011-23, § 1) is amended to read:**

25 **12-1-40 MOTOR VEHICLE.** "Motor Vehicle" means every vehicle which is self-

propelled and every vehicle which is propelled by electric power obtained from batteries, except electric bicycles, or from overhead trolley wires, but not operated upon rails; but for the purposes of the Mandatory Financial Responsibility Act [66-5-201 to 66-5-239 NMSA 1978], "motor vehicle" does not include "special mobile equipment." (66-1-4.11 NMSA 1978).

Section 3. Section 12-1-88 of the Uniform Traffic Ordinance (being Ord. No. 2011-23, § 1) is amended to read:

12-1-88 VEHICLE. "Vehicle" means every device in, upon, or by which, any person or property is or may be transported or drawn upon a street, including any frame, chassis, body, or unitized frame and body of any vehicle or motor vehicle, except devices moved by human power or used exclusively upon stationary rails or tracks. Electric bicycles are vehicles.

Section 4. Section 12-8-1 of the Uniform Traffic Ordinance (being Ord. No. 2011-23, § 1) is amended to read:

12-8-1 EFFECT OF REGULATIONS

A. It is a penalty assessment misdemeanor for a person to be any act forbidden or fail to perform any act required by Sections 12-8-1 through 23 of the Uniform Traffic Ordinance. (Ord. No. 2021-2, § 15)

B. No person shall authorize or permit any child to violate any of the provisions of this ordinance nor shall any person permit any child under the age of sixteen (16) to operate a Class 3 electric bicycle. A person under the age of sixteen (16) may ride as a passenger on a Class 3 electric bicycle that is designed to accommodate passengers.

C. These regulations applicable to bicycles shall apply whenever a bicycle is operated upon any street, bicycle lane, or path subject to existing laws and those exceptions stated herein.

D. These provisions apply to the operation of bicycles and electric bicycles in the city of Santa Fe.

Section 5. Section 12-8-10 of the Uniform Traffic Ordinance (being Ord. No.

1 **2011-23, § 1) is amended to read:**

2 **12-8-10 SPEED.**

3 A. No person shall operate a bicycle at a speed greater than is reasonable and prudent
4 under the conditions then existing. (*)

5 B. Where riding on sidewalks is allowed, bicycles shall be limited to ten (10) miles
6 per hour.

7 **Section 6. Section 12-8-7 of the Uniform Traffic Ordinance (being Ord. No.**
8 **2011-23, § 1) is amended to read:**

9 **12-8-15 RIDING ON SIDEWALKS**

10 A. No person shall ride a bicycle on any sidewalk when signs are posted prohibiting
11 the riding of bicycles on the sidewalk.

12 B. If the bicyclist dismounts, the bicyclist is subject to the laws that apply to
13 pedestrians.

14 C. Whenever any person is riding a bicycle upon a sidewalk the person shall yield the
15 right of way to any pedestrian. (Ord. #2011-23, §§ 22, 23)

16 **Section 7. A new Section 12-8-18 of the Uniform Traffic Ordinance is hereby**
17 **ordained to read:**

18 **12-8-18 ELECTRIC BICYCLE MODIFICATION.** It is an offense for a person to
19 knowingly modify an electric bicycle so as to change the speed capability of the electric bicycle
20 and not appropriately replace, or cause to be replaced, the label indicating the class of the electric
21 bicycle.

22 **Section 8. Section 12-8-7 of the Uniform Traffic Ordinance (being Ord. No.**
23 **2011-23, § 1) is amended to read:**

24 **12-8-23 PENALTIES**

25 A. Every person convicted of a violation of any provision of Section 12-8-1 through

12-8-23 shall be punished by a fine of not more than one hundred dollars (\$100.00).

Section 9. Section 23-5.1 of SFCC 1987 (being Ord. No. 1981-10, § 3, as amended) is amended to read:

23-5.1 Definitions.

As used in this chapter:

A. *Artist/artisan* means a person who designs and creates arts or crafts.

B. *Artwork* means an object for sale by an artist/artisan.

C. *Bicycle* means:

(1) every device propelled by human power, upon which any person may ride, having two or more wheels, except scooters, skateboards, and similar devices; and

(2) every device propelled upon which a person may ride that is equipped with two or three wheels, pedals for human propulsion, and a motor of no more than seven hundred fifty (750) watts whose maximum speed is no more than 28 mph.

D. *Canyon Road periphery area* means an area bounded by Paseo de Peralta on the west, the southern right-of-way line of East Alameda Street on the north, East Palace Avenue and Camino del Monte Sol on the east, and Canyon Road and Acequia Madre Street on the south. This area includes both sides of the boundary streets, except along the southern right-of-way line of East Alameda Street. (Editor's Note: A copy of the Canyon Road periphery area can be found at the end of this chapter.)

E. *Collective* means a nonprofit organization that shares the use of the license among three (3) to seven (7) nonrelated artists/artisans.

F. *Collective license* means a Plaza Park artist/artisan license issued to a collective.

G. *Commercial use* means any function or event at which goods, artwork, foodstuffs, merchandise of any kind are offered for sale.

H. *Community Days Festival* means a city-sponsored event promoting the programs

1 and services offered by local nonprofit organizations, performances by multicultural, youth, and
2 school groups and celebrating the diversity of Santa Fe.

3 I. *Findings* mean mechanical fittings in a great variety, either commercially
4 available or handmade, used to hold jewelry to the clothing or the person, i.e., ear wires, screw
5 backs, broach pins, chains, gallery bezel wire or hollow beads.

6 J. *Handmade* means the design and creation of the artwork from raw materials and
7 its finishing and decoration were accomplished by hand labor and by manually controlled
8 methods that permit the maker to control and vary the construction shape, design and/or finish of
9 each individual piece, but does not exclude the use of findings, hand tools and equipment nor
10 does it exclude the hand assembly of premanufactured components in a creative manner.

11 K. *Immediate family* means the spouse, children, and stepchildren of a Plaza Park
12 artist/artisan. The city may require proof of relationship for family members.

13 L. *Individual license* means a Plaza Park artist/artisan license issued to an
14 individual artist/artisan licensee pursuant to the provisions of subsection 23-5.3 SFCC 1987.

15 M. *Machine made* means the producing or reproducing of artwork in mass
16 production by mechanical processes such as stamping, blanking, weaving, molds or offset
17 printing and other printing methods that allow mass production except as allowed by these
18 regulations.

19 N. *Major commercial event* means any commercial use for which the entire Plaza is
20 used.

21 O. *Minor rework* means taking a machine made or mass-produced item and making
22 only minor additions or changes to the item.

23 P. *Noncommercial use* means any function or event at which nothing is offered for
24 sale and at which no money or other valuable consideration is exchanged for goods or services.
25 This use includes, but is not limited to, patriotic observances, political rallies, televised news

1 media events and motion picture filming activities.

2 Q. *Nonprofit organization* means an organization that is registered as a New Mexico
3 nonprofit organization with the New Mexico Public Regulatory Commission.

4 R. *Original* means the single, one (1) of a kind, master that can be used as the model
5 for a reproduction.

6 S. *Plaza* means that inclusive area bounded on the north by the north curblin of
7 Palace Avenue running in front of the Palace of the Governors, and on all other sides by the
8 facades of the buildings, excluding portals, or property lines lying to the east, south and west of
9 the Plaza Park as outlined in the map prepared by the city, labeled "Plaza Park Map." (Editor's
10 Note: The Plaza Park Map may be found at the end of this chapter.)

11 T. *Plaza Park* means that inclusive area bounded by the inside back of the curb
12 surrounding the Plaza as outlined in the map prepared by the city, labeled "Plaza Park Map."
13 (Editor's Note: The Plaza Park Map may be found at the end of this chapter.)

14 U. *Plaza Park artist/artisan* means an artist/artisan, or an artist/artisan represented
15 by a collective issued a Plaza Park artist/artisan license.

16 V. *Plaza Park artist/artisan license* means a license issued to an artist/artisan by the
17 city for the purpose of commercial sales on the Plaza Park.

18 W. *Plaza periphery area* means an area outside the Plaza Park, not including the
19 Plaza Park, bounded by Sandoval and Grant Streets on the west, Alameda Street on the south,
20 Paseo de Peralta on the east and Marcy Street on the north. This area includes both sides of the
21 boundary streets.

22 X. *Plaza pushcart vendor* means a vendor who uses a non-permanent, non-
23 motorized cart, barrow or unit that can be pushed by hand for the purpose of selling food products
24 and is authorized by the city to be located in the Plaza Park, the Plaza, excluding the Plaza Park,
25 or at any location in the Plaza periphery area.

1 Y. *Portrait artist* means a person who creates portraits, cartoons, caricatures, or
2 silhouettes.

3 Z. *Portrait artist license* means a Plaza Park artist/artisan license issued to a portrait
4 artist.

5 AA. *Pushcart* means a non-permanent, non-motorized cart, barrow or unit that can be
6 pushed by hand.

7 BB. *Raw materials* mean any material that can be converted by manufacture or
8 processing or a combination of manufacture and processing into a new and useful product.

9 CC. *Recreational object* means any object that can be thrown, kicked or struck,
10 including, but not limited to, balls, frisbees or any object used in game or sport.

11 DD. *Reproduction* means the production of multiples of a single piece, the original or
12 master, applicable to each medium.

13 EE. *Resident of Santa Fe County* means a person whose primary residence is in Santa
14 Fe County. Residency shall be established by any standard identification that proves residency
15 such as a driver's license, passport or voter registration, utility bills or other documentation.

16 FF. *Roller skates or in-line skates* means a shoe with a set of wheels attached for
17 skating over a flat surface.

18 GG. *Rotating license* means a Plaza Park artist/artisan license issued to seven (7)
19 artists/artisans to be used on a rotating basis.

20 HH. *Service animal* means any animal trained to assist mobility of impaired, blind, or
21 deaf people or trained for and actively employed by a police department.

22 II. *Skateboard* means a narrow board about two feet (2') long mounted on roller
23 skate wheels.

24 JJ. *Special event* means an event that is permitted by the city pursuant to
25 subsection 18-8.9 SFCC 1987, Section 23-4 SFCC 1987, subsection 23-5.2 SFCC 1987 or

1 resolution of the governing body.

2 PASSED, APPROVED, and ADOPTED this 8th day of February, 2022.

3
4
5 

6 ALAN WEBBER, MAYOR

7 ATTEST:

8
9 

10 KRISTINE MIHELIC, CITY CLERK

11
12 APPROVED AS TO FORM:

13
14 

15 ERIN K. McSHERRY, CITY ATTORNEY

16
17
18
19
20
21
22
23
24 *Bill No. 2022-27*

25 *Legislation/2023/Ordinances/2203-4 (O) Establishing Electric Bicycle Definition*

1 AN ACT
2 RELATING TO TRANSPORTATION; AMENDING THE CHILD HELMET SAFETY
3 ACT; DEFINING "ELECTRIC-ASSISTED BICYCLE"; PROVIDING
4 STANDARDS FOR THE REGULATION AND USE OF ELECTRIC-ASSISTED
5 BICYCLES; AMENDING AND ENACTING SECTIONS OF THE MOTOR VEHICLE
6 CODE.

7
8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF NEW MEXICO:

9 SECTION 1. Section 32A-24-2 NMSA 1978 (being Laws 2007,
10 Chapter 66, Section 2) is amended to read:

11 "32A-24-2. DEFINITIONS.--As used in the Child Helmet
12 Safety Act:

13 A. "bicycle" means a human-powered vehicle with
14 two wheels in tandem designed to transport, by the act of
15 pedaling, one or more persons seated on one or more saddle
16 seats on its frame and includes an electric-assisted bicycle
17 and a human-powered vehicle designed to transport by the act
18 of pedaling, which has more than two wheels when the vehicle
19 is used on a public roadway, public bicycle path or other
20 public road or right of way, including a tricycle;

21 B. "electric-assisted bicycle" means a bicycle
22 with fully operable pedals and an electric motor not
23 exceeding seven hundred fifty watts of power;

24 C. "minor" means a person under eighteen years of
25 age;

1 D. "operator" means a person under eighteen years
2 of age who travels on a bicycle seated on a saddle seat from
3 which that person is intended to and can pedal the bicycle,
4 or who propels the person's self by way of using inline
5 skates, roller skates, a skateboard or a scooter;

6 E. "passenger" means a person under eighteen years
7 of age who travels on a bicycle or scooter in any manner
8 except as an operator;

9 F. "protective helmet" means a piece of headgear
10 that meets or exceeds the impact standard for protective
11 helmets set by the United States consumer product safety
12 commission federal safety standard and those standards
13 developed by the American national standards institute, the
14 Snell memorial foundation or the American society for testing
15 and materials;

16 G. "public bicycle path" means a right of way
17 under the jurisdiction and control of the state or a local
18 political subdivision for use primarily by bicyclists and
19 pedestrians;

20 H. "public roadway" means a right of way under the
21 jurisdiction and control of the state or a local political
22 subdivision for use primarily by motor vehicular traffic;

23 I. "public skateboard park" means an area of
24 public property set aside, designed and maintained for
25 recreation by persons using bicycles, scooters, skateboards

1 or skates;

2 J. "scooter" means a wheeled vehicle, regardless
3 of the number or placement of those wheels, that has
4 handlebars, designed to be stood on by the operator or
5 passenger and used to glide or propel the operator or
6 passenger over the ground;

7 K. "skateboard" means a set of wheels attached to
8 a platform or flat surface, regardless of the number or
9 placement of those wheels, and used to glide or propel the
10 operator over the ground; and

11 L. "skates" means a pair of devices worn on the
12 feet with a set of wheels attached and used to glide or
13 propel the user over the ground and may be either inline or
14 roller, but "skates" does not include a pair of devices,
15 similar to a pair of common shoes, that has one or more
16 wheels embedded in the sole of each device."

17 SECTION 2. Section 66-1-4.5 NMSA 1978 (being Laws 1990,
18 Chapter 120, Section 6, as amended) is amended to read:

19 "66-1-4.5. DEFINITIONS.--As used in the Motor Vehicle
20 Code:

21 A. "electric-assisted bicycle" means a vehicle
22 having two or three wheels, fully operable pedals and an
23 electric motor. Electric-assisted bicycles are further
24 required to conform to one of three classes as follows:

25 (1) "class 1 electric-assisted bicycle"

1 means an electric-assisted bicycle equipped with a motor that
2 provides assistance only when the rider is pedaling and that
3 ceases to provide assistance when the bicycle reaches a speed
4 of twenty miles per hour;

5 (2) "class 2 electric-assisted bicycle"

6 means an electric-assisted bicycle equipped with a motor that
7 provides assistance regardless of whether the rider is
8 pedaling but ceases to provide assistance when the bicycle
9 reaches a speed of twenty miles per hour; and

10 (3) "class 3 electric-assisted bicycle"

11 means an electric-assisted bicycle equipped with a motor that
12 provides assistance only when the rider is pedaling and that
13 ceases to provide assistance when the bicycle reaches a speed
14 of twenty-eight miles per hour;

15 B. "electric personal assistive mobility device"

16 means a self-balancing device having two nontandem wheels
17 designed to transport a single person by means of an electric
18 propulsion system with an average power of one horsepower and
19 with a maximum speed on a paved level surface of less than
20 twenty miles per hour when powered solely by its propulsion
21 system and while being ridden by an operator who weighs one
22 hundred seventy pounds;

23 C. "essential parts" means all integral and body

24 parts of a vehicle of a type required to be registered by the
25 provisions of the Motor Vehicle Code, the removal, alteration

1 or substitution of which would tend to conceal the identity
2 of the vehicle or substantially alter its appearance, model,
3 type or mode of operation;

4 D. "established place of business", for a dealer
5 or auto recycler, means a place:

6 (1) devoted exclusively to the business for
7 which the dealer or auto recycler is licensed and related
8 business;

9 (2) identified by a prominently displayed
10 sign giving the dealer's or auto recycler's trade name used
11 by the business;

12 (3) of sufficient size or space to permit
13 the display of one or more vehicles or to permit the parking
14 or storing of vehicles to be dismantled or wrecked for
15 recycling;

16 (4) on which there is located an enclosed
17 building on a permanent foundation, which building meets the
18 building requirements of the community and is large enough to
19 accommodate the office or offices of the dealer or auto
20 recycler and large enough to provide a safe place to keep the
21 books and records of the dealer or auto recycler;

22 (5) where the principal portion of the
23 business of the dealer or auto recycler is conducted and
24 where the books and records of the business are kept and
25 maintained; and

1 (6) where vehicle sales are of new vehicles
2 only, such as a department store or a franchisee of a
3 department store, as long as the department store or
4 franchisee keeps the books and records of its vehicle
5 business in a general office location at its place of
6 business; as used in this paragraph, "department store" means
7 a business that offers a variety of merchandise other than
8 vehicles, and sales of the merchandise other than vehicles
9 constitute at least eighty percent of the gross sales of the
10 business; and

11 E. "explosives" means any chemical compound or
12 mechanical mixture that is commonly used or intended for the
13 purpose of producing an explosion and that contains any
14 oxidizing and combustive units or other ingredients in such
15 proportions, quantities or packing that an ignition by fire,
16 friction, concussion, percussion or detonator of any part of
17 the compound or mixture may cause such a sudden generation of
18 highly heated gases that the resultant gaseous pressures are
19 capable of producing destructive effects on contiguous
20 objects or of destroying life or limb."

21 SECTION 3. Section 66-1-4.11 NMSA 1978 (being Laws
22 1990, Chapter 120, Section 12, as amended) is amended to
23 read:

24 "66-1-4.11. DEFINITIONS.--As used in the Motor Vehicle
25 Code:

1 A. "mail" means any item properly addressed with
2 postage prepaid delivered by the United States postal service
3 or any other public or private enterprise primarily engaged
4 in the transport and delivery of letters, packages and other
5 parcels;

6 B. "manufactured home" means a movable or portable
7 housing structure that exceeds either a width of eight feet
8 or a length of forty feet, constructed to be towed on its own
9 chassis and designed to be installed with or without a
10 permanent foundation for human occupancy;

11 C. "manufacturer" means every person engaged in
12 the business of constructing or assembling vehicles of a type
13 required to be registered under the Motor Vehicle Code;

14 D. "manufacturer's certificate of origin" means a
15 certification, on a form supplied by or approved by the
16 department, signed by the manufacturer that the new vehicle
17 or boat described in the certificate has been transferred to
18 the New Mexico dealer or distributor named in the certificate
19 or to a dealer duly licensed or recognized as such in another
20 state, territory or possession of the United States and that
21 such transfer is the first transfer of the vehicle or boat in
22 ordinary trade and commerce;

23 E. "moped" means a two-wheeled or three-wheeled
24 vehicle with an automatic transmission and a motor having a
25 piston displacement of less than fifty cubic centimeters,

1 that is capable of propelling the vehicle at a maximum speed
2 of not more than thirty miles an hour on level ground, at sea
3 level;

4 F. "motorcycle" means every motor vehicle having a
5 seat or saddle for the use of the rider and designed to
6 travel on not more than three wheels in contact with the
7 ground, including autocycles and excluding an
8 electric-assisted bicycle and a tractor;

9 G. "motor home" means a camping body built on a
10 self-propelled motor vehicle chassis so designed that seating
11 for driver and passengers is within the body itself;

12 H. "motor vehicle" means every vehicle that is
13 self-propelled and every vehicle that is propelled by
14 electric power obtained from batteries or from overhead
15 trolley wires, but not operated upon rails, but does not
16 include an electric-assisted bicycle; but for the purposes of
17 the Mandatory Financial Responsibility Act, "motor vehicle"
18 does not include "special mobile equipment"; and

19 I. "motor vehicle insurance policy" means a policy
20 of vehicle insurance that covers self-propelled vehicles of a
21 kind required to be registered pursuant to New Mexico law for
22 use on the public streets and highways. A "motor vehicle
23 insurance policy":

24 (1) shall include:

25 (a) motor vehicle bodily injury and

1 property damage liability coverages in compliance with the
2 Mandatory Financial Responsibility Act; and

3 (b) uninsured motorist coverage,
4 subject to the provisions of Section 66-5-301 NMSA 1978
5 permitting the insured to reject such coverage; and

6 (2) may include:

7 (a) physical damage coverage;

8 (b) medical payments coverage; and

9 (c) other coverages that the insured
10 and the insurer agree to include within the policy."

11 SECTION 4. Section 66-1-4.13 NMSA 1978 (being Laws
12 1990, Chapter 120, Section 14, as amended) is amended to
13 read:

14 "66-1-4.13. DEFINITIONS.--As used in the Motor Vehicle
15 Code:

16 A. "odometer" means a device for recording the
17 total mileage traveled by a vehicle from the vehicle's
18 manufacture and for so long as the vehicle is operable on the
19 highways;

20 B. "off-highway motor vehicle" means any motor
21 vehicle operated or used exclusively off the highways of this
22 state and that is not legally equipped for operation on the
23 highways of this state, but does not include an electric-
24 assisted bicycle;

25 C. "official printout" means any record supplied

1 by the division or a similar agency or government entity that
2 indicates the lienholders of record or owners of record of a
3 vehicle or motor vehicle registered within that government's
4 jurisdiction or indicates information about a driver's
5 license or identification card, including traffic violation
6 history or status;

7 D. "official traffic-control devices" means all
8 signs, signals, markings and devices consistent with the
9 Motor Vehicle Code placed or erected, by authority of a
10 public body or official having jurisdiction, for the purpose
11 of regulating, warning or guiding traffic;

12 E. "operational design domain" means the specific
13 conditions under which a given automated driving system or
14 feature of the system is designed to function;

15 F. "operator" means driver, as defined in Section
16 66-1-4.4 NMSA 1978; and

17 G. "owner" means a person who holds the legal
18 title of a vehicle and may include a conservator, guardian,
19 personal representative, executor or similar fiduciary, or,
20 in the event that a vehicle is the subject of an agreement
21 for conditional sale or lease with the right of purchase upon
22 performance of the conditions stated in the agreement and
23 with an immediate right of possession vested in the
24 conditional vendee or lessee, or, in the event that a
25 mortgagor of a vehicle is entitled to possession, then such

1 conditional vendee or lessee or mortgagor."

2 SECTION 5. Section 66-3-1 NMSA 1978 (being Laws 1978,
3 Chapter 35, Section 21, as amended) is amended to read:

4 "66-3-1. VEHICLES SUBJECT TO REGISTRATION--
5 EXCEPTIONS.--

6 A. With the exception of vehicles identified in
7 Subsection B of this section, every motor vehicle,
8 manufactured home, trailer, semitrailer and pole trailer when
9 driven or moved upon a highway and every off-highway motor
10 vehicle is subject to the registration and certificate of
11 title provisions of the Motor Vehicle Code except:

12 (1) any such vehicle driven or moved upon a
13 highway in conformance with the provisions of the Motor
14 Vehicle Code relating to manufacturers, dealers, lien-holders
15 or nonresidents;

16 (2) any such vehicle that is driven or moved
17 upon a highway only for the purpose of crossing the highway
18 from one property to another;

19 (3) an implement of husbandry that is only
20 incidentally operated or moved upon a highway;

21 (4) special mobile equipment;

22 (5) a vehicle that is propelled exclusively
23 by electric power obtained from overhead trolley wires though
24 not operated upon rails;

25 (6) a freight trailer if it is:

1 (a) properly registered in another
2 state;

3 (b) identified by a proper base
4 registration plate that is properly displayed; and

5 (c) identified by other registration
6 documents that are in the possession of the operator and
7 exhibited at the request of a police officer;

8 (7) a freight trailer or utility trailer
9 owned and used by:

10 (a) a nonresident solely for the
11 transportation of farm products purchased by the nonresident
12 from growers or producers of the farm products and
13 transported in the trailer out of the state;

14 (b) a farmer or a rancher who
15 transports to market only the produce, animals or fowl
16 produced by that farmer or rancher or who transports back to
17 the farm or ranch supplies for use thereon; or

18 (c) a person who transports animals to
19 and from fairs, rodeos or other places, except racetracks,
20 where the animals are exhibited or otherwise take part in
21 performances, in trailers drawn by a motor vehicle or truck
22 of less than ten thousand pounds gross vehicle weight rating
23 bearing a proper registration plate, but in no case shall the
24 owner of an unregistered trailer described in this paragraph
25 perform such uses for hire;

- 1 (8) a moped;
- 2 (9) an electric personal assistive mobility
- 3 device;
- 4 (10) a vehicle moved on a highway by a
- 5 towing service as defined in Section 59A-50-2 NMSA 1978;
- 6 (11) an off-highway motor vehicle exempted
- 7 pursuant to Section 66-3-1005 NMSA 1978; and
- 8 (12) an electric-assisted bicycle.

9 B. A certificate of title required pursuant to

10 Subsection A of this section is not required for a vehicle of

11 a type subject to registration owned by:

- 12 (1) the government of the United States; or
- 13 (2) a carrier that is from a jurisdiction
- 14 that is not a participant in the International Fuel Tax
- 15 Agreement, that is authorized by the United States government
- 16 or an agency of the United States government to conduct
- 17 cross-border operations beyond the commercial border zone
- 18 pursuant to the provisions of the North American Free Trade
- 19 Agreement and that identifies New Mexico as the carrier's
- 20 base jurisdiction.

21 C. A person who violates the provisions of this

22 section is guilty of a penalty assessment misdemeanor. A

23 person charged with violating this section shall not be

24 convicted if the person produces, in court, evidence of

25 compliance valid at the time of issuance of the citation."

1 SECTION 6. A new section of the Motor Vehicle Code,
2 Section 66-3-708 NMSA 1978, is enacted to read:

3 "66-3-708. ELECTRIC-ASSISTED BICYCLES--LABELS--
4 STANDARDS.--

5 A. Every manufacturer or distributor of new
6 electric-assisted bicycles intended for sale or distribution
7 in New Mexico shall permanently affix to each electric-
8 assisted bicycle, in a prominent location, a label that
9 contains the classification number, top assisted speed and
10 motor wattage of the electric-assisted bicycle. The label
11 shall be printed in arial font in at least nine-point type.

12 B. A person shall not knowingly modify an
13 electric-assisted bicycle so as to change the speed
14 capability or motor engagement of the electric-assisted
15 bicycle without also appropriately replacing, or causing to
16 be replaced, the label indicating the classification required
17 by Subsection A of this section.

18 C. An electric-assisted bicycle shall comply with
19 the equipment and manufacturing requirements for bicycles
20 adopted by the United States consumer product safety
21 commission and codified at 16 CFR 1512 or its successor
22 regulation.

23 D. A class 2 electric-assisted bicycle shall
24 operate in a manner so that the electric motor is disengaged
25 or ceases to function when the brakes are applied. Class 1

1 and class 3 electric-assisted bicycles shall be equipped with
2 a mechanism or circuit that cannot be bypassed and that
3 causes the electric motor to disengage or cease to function
4 when the rider stops pedaling.

5 E. A class 3 electric-assisted bicycle shall be
6 equipped with a speedometer that displays, in miles per hour,
7 the speed that the electric-assisted bicycle is traveling."

8 SECTION 7. A new section of the Motor Vehicle Code,
9 Section 66-3-709 NMSA 1978, is enacted to read:

10 "66-3-709. OPERATION OF ELECTRIC-ASSISTED BICYCLES.--

11 A. A person may ride a class 1 electric-assisted
12 bicycle on a bicycle or pedestrian path where bicycles are
13 authorized to travel; provided that a political subdivision
14 of the state may prohibit the operation of a class 1
15 electric-assisted bicycle on a bicycle or pedestrian path
16 within its jurisdiction.

17 B. A person shall not ride a class 2 or class 3
18 electric-assisted bicycle on a bicycle or pedestrian path
19 unless:

20 (1) the path is within a street or highway;
21 or

22 (2) a political subdivision of the state
23 permits the operation of a class 2 or class 3 electric-
24 assisted bicycle on a path under its jurisdiction.

25 C. A person under sixteen years of age shall not

1 operate a class 3 electric-assisted bicycle upon any street,
2 highway or bicycle or pedestrian path, except that a person
3 under sixteen years of age may ride as a passenger on a class
4 3 electric-assisted bicycle that is designed to accommodate
5 passengers."

6 SECTION 8. EFFECTIVE DATE.--The effective date of the
7 provisions of this act is July 1, 2023. _____

SJC/SB 69
Page 16

Received from Judith Gabriele, PEP Subcommittee Chair
Sent to Legal for Analysis

Santa Fe Electric Bike (E-Bike) Ordinance and New Mexico Electric Bike (E-Bike) Law
Does Santa Fe Ordinance supersede NM law or the other way around unless explicitly stated*?

DEFINITIONS	
Santa Fe	State of New Mexico
Bicycle: Every device propelled by human power, upon which any person may ride, having two or more wheels, except scooters and similar devices	Bicycle: A human-powered vehicle with two wheels in tandem designed to transport, by the act of pedaling, one or more persons seated on one or more saddle seats on its frame and includes an electric-assisted bicycle and a human-powered vehicle designed to transport by the act of pedaling, which has more than two wheels when the vehicle is used on a public roadway, public bicycle path or other public road or right of way, including a tricycle
Electric Bicycle: Every device upon which a person may ride that is equipped with two or three wheels, pedals for human propulsion, and a motor of no more than seven hundred fifty (750) watts whose maximum speed is no more than 28 mph and meets the requirements of one of three classes: (1) Class 1 electric bicycle means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of twenty miles per hour (20 mph). (2) Class 2 electric bicycle means a bicycle equipped with a motor that provides assistance to propel the bicycle even when the rider is not pedaling, and that is not capable of providing assistance when the bicycle reaches the speed of twenty miles per hour (20 mph). (3) Class 3 electric bicycle means an electric bicycle equipped with a motor that provides assistance only when the rider is	Electric-assisted Bicycle: A bicycle with fully operable pedals and an electric motor not exceeding seven hundred fifty watts of power. Electric-assisted bicycle means a vehicle having two or three wheels, fully operable pedals and an electric motor. Electric-assisted bicycles are classified as follows: (1) Class 1 electric-assisted bicycle means an electric-assisted bicycle equipped with a motor not exceeding seven hundred fifty watts of power that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty miles per hour. (2) Class 2 electric-assisted bicycle means an electric-assisted bicycle equipped with a motor not exceeding seven hundred fifty watts of power that provides assistance regardless of whether the rider is pedaling but ceases to provide assistance when the bicycle reaches a speed of twenty miles per hour.

pedaling, and that ceases to provide assistance when the bicycle reaches the speed of twenty-eight miles per hour (28 mph). *Electric Bicycles are Vehicles*	(3) Class 3 electric-assisted bicycle means an electric-assisted bicycle equipped with a motor not exceeding seven hundred fifty watts of power that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty-eight miles per hour.
SPEED	
Santa Fe	State of New Mexico
No greater than is reasonable and prudent, given existing conditions (Standard or E-bike)	N/A
When traveling on a sidewalk – <i>where that is allowed</i> – no more than 10 miles per hour	N/A
Cannot knowingly modify an E-bike to change the speed capacity of the bike and not appropriately replacing, or cause to be replaced, the label indicating the class of the electric bicycle	Similar or the same
AGE LIMITS	
Santa Fe	State of New Mexico
No one under age 16 can ride a Class 3 E-bike; a person under the age of 16 can ride as a passenger on a Class 3 E-bike that is designed to accommodate passengers	Similar or the same
LOCATION	
Santa Fe	State of New Mexico
Any street, bicycle lane, or path in the city of Santa Fe subject to existing laws and exceptions (I didn't see any exceptions – are there any?)	Can ride a class 1 E-bike on a bicycle or pedestrian path where bicycles are authorized to travel; provided that a political subdivision of the state may prohibit the operation of a class 1 electric-assisted bicycle on a bicycle or pedestrian path within its jurisdiction. *
	Cannot ride a class 2 or class 3 electric-assisted bicycle on a bicycle or pedestrian path unless: (1) the path is within a street or highway; or (2) a political subdivision of the state permits the operation of a class 2 or class 3 electric assisted bicycle on a path under its jurisdiction. *



BPAC

STRATEGIC PLAN FY2023-2033

BICYCLING & PEDESTRIAN ADVISORY COMMITTEE

Yolanda Eisenstein, Policy, Planning & Law Sub-committee Chair



BICYCLING & PEDESTRIAN ADVISORY COMMITTEE

- Bicycle & Trails Advisory Committee
Resolution No. 2003-87
September 24, 2003
- Bicycling & Pedestrian Advisory Committee
Resolution No. 2021-8
January 27, 2021



PURPOSE

To provide input and advice that supports the ongoing development and maintenance of a transportation infrastructure that makes bicycling and walking in the City of Santa Fe safe, equitable, viable, and comfortable modes of transportation, commuting, and recreation.



Advise on policies, programs, and ordinances as they relate to bicycle and pedestrian infrastructure safety, design, construction, and operation and maintenance.



10 MEMBERS

1 City Councilor

8 City Residents

1 County Resident



BICYCLING AND PEDESTRIAN ADVISORY COMMITTEE MEMBERS FY 2023

Council Districts

- District 1
- District 2
- District 3
- District 4
- Precinct Boundaries
- City Limits
- Roads



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Education &
Programming
Subcommittee



TONY GERLICZ

**PALOMA
SANCHEZ**
Not Pictured



**CANDACE ELLA
MARTINEZ**



ERIK AABOE
Santa Fe County
Representative

OUR PARTNERS

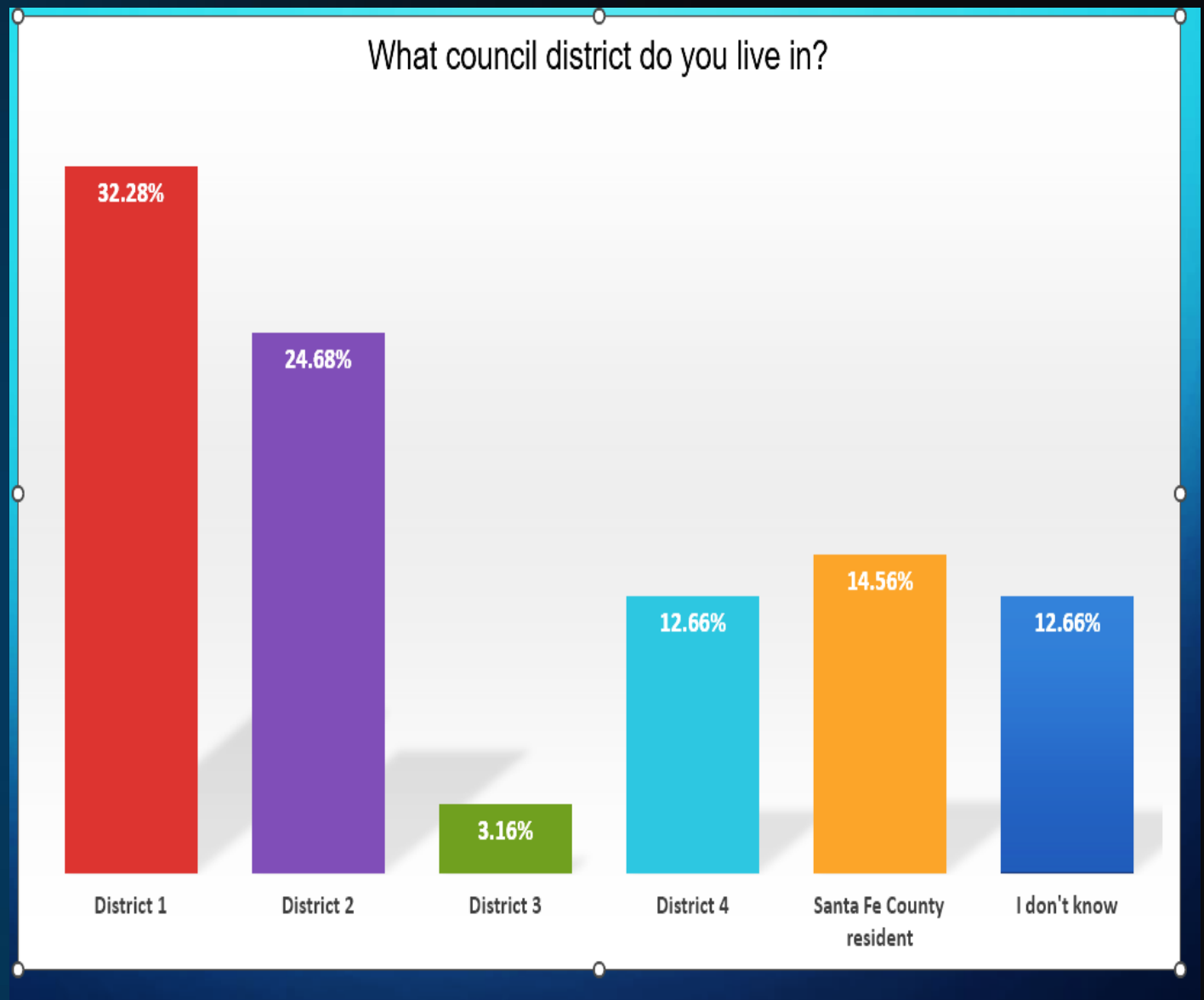




BPAC SUBCOMMITTEES

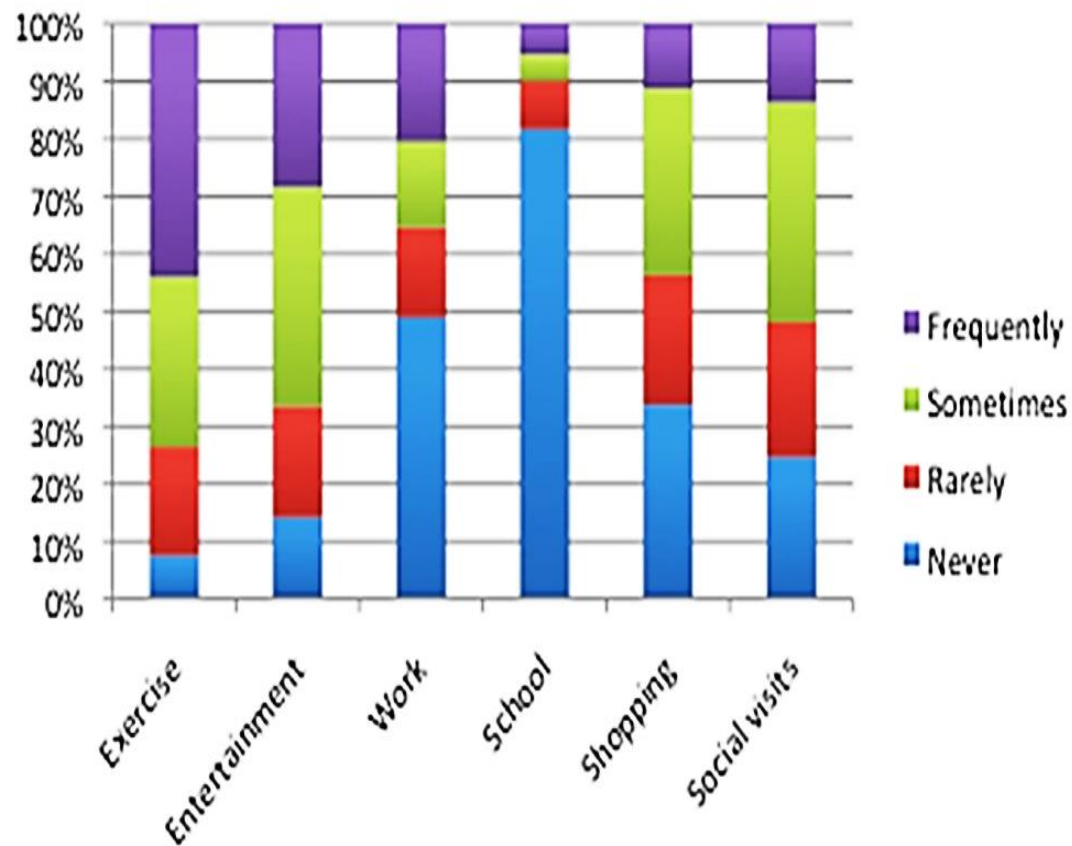
- Policy, Planning & Law
- Promotion, Education & Programming
- Technical Review

KEY SURVEY RESULTS



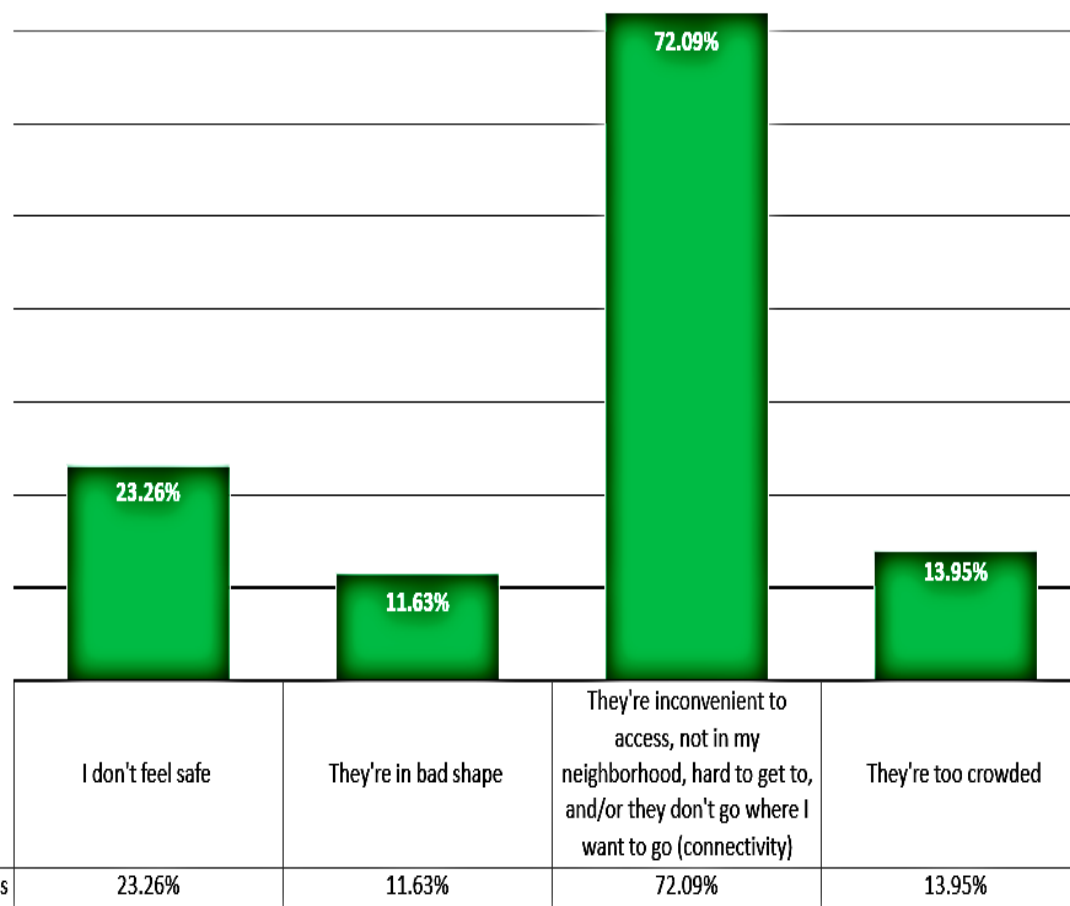
KEY SURVEY RESULTS

For each of the following types of trips, please indicate how often you use **BICYCLING** as your primary mode of transportation.



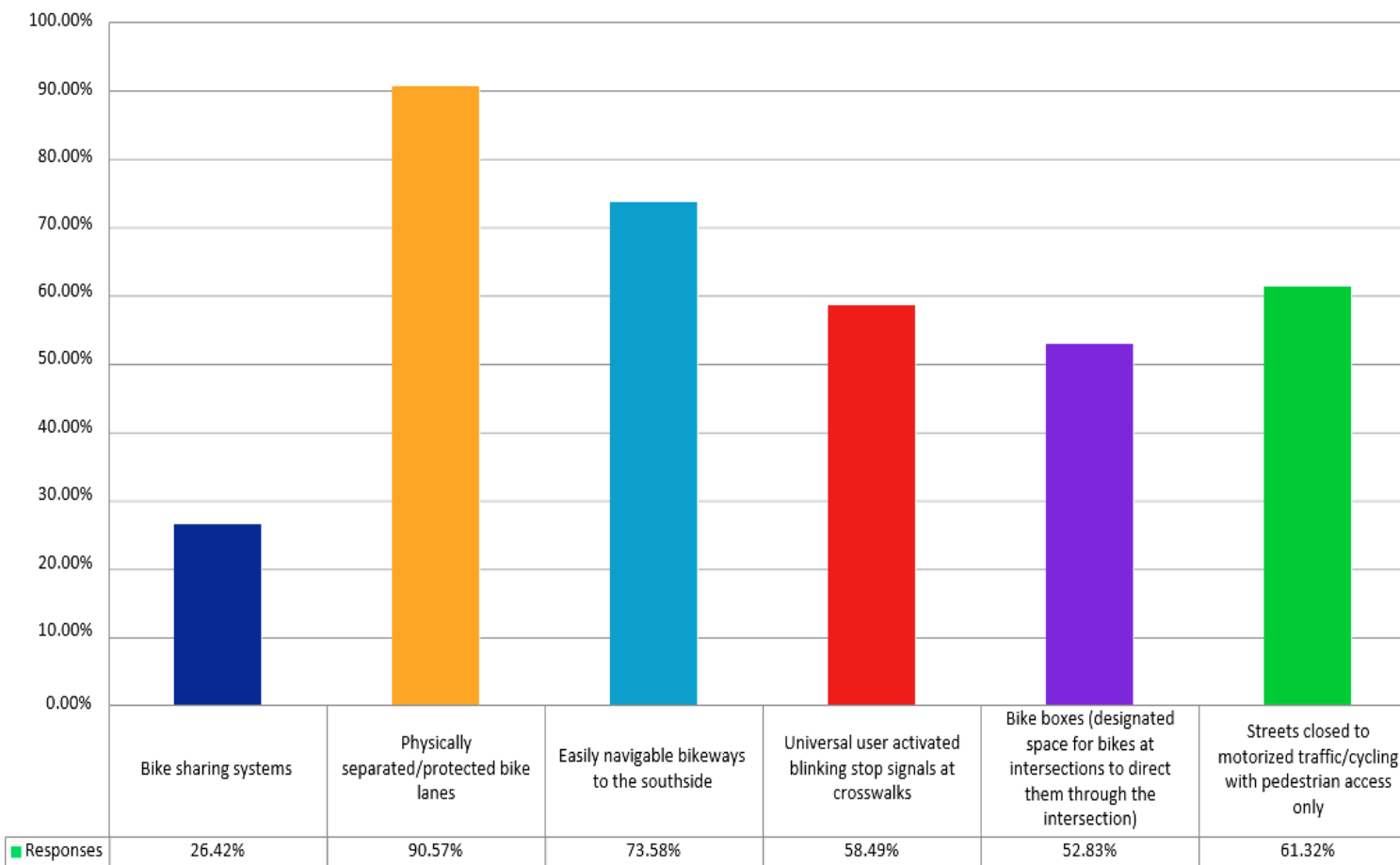
KEY SURVEY RESULTS

If you don't use the city bike and walking trails for walking, biking or actively recreating, please explain why.



KEY SURVEY RESULTS

What kind of bike/pedestrian infrastructure does Santa Fe need that we don't currently have?





VISION 2050

- Diamond Level Bike Friendly Community
- 20% Santa Feans commuting by bicycle
- 90% of arterial streets have bicycle lanes
- 0.2 fatalities



MISSION

Within 10 years, by the end of this planning period (FY 2033), the City of Santa Fe has successfully obtained the League of American Bicyclists Gold-level Bicycle Friendly Community designation, increasing City's bicycle ridership from 1% to 5.5%; and 65% of City's arterial streets have bicycle lanes.



Scenario Key Indicators*	Scenario A "Our Vision" (+, -)	Scenario B "Our Planning Period Mission" (+, +)	Scenario C "Not A Bad Future for Planet Earth" (-, -)	Scenario D "Most Likely Future to Unfold" (-, +)
% of the total federal, state and city funding allocated for multi-modal transportation especially bicycle and pedestrian infrastructure	15%	5%	2%	0.5%
% of City population bicycling or walking to work, school, shop or recreation	20%	5.5%	3.5%	1%
Economic Recession	Moderate	No	Long & Deep	Short
Global Climate change impacts	Very Low	Moderate	Low	Unabated
Connectivity	Excellent	Moderate	Poor	Very Poor
Total bicycle & pedestrian network mileage to total road network mileage	70%	30%	15%	5%
Arterial streets with bicycle lanes and ADA compliant sidewalks	90%	45%	15%	5%
Bike access to public transportation	Excellent	Average	Above Average	Poor



- 12 key strengths
- 10 key weaknesses



Integrate Land Use and Transportation Planning to create bicycle and pedestrian-friendly communities that will result in connected neighborhoods and places with accessible, convenient, and safe bicycle and pedestrian facilities.



Shift City policies, programs and practices, including those of Land Use and Public Works, toward bicycle and pedestrian friendly infrastructure to help people feel safe and comfortable about traveling by bicycle or walking with other traffic.

Substantial increases in bicycling and walking require an integrated package of many different, complementary interventions, including infrastructure provisions and pro-bicycle and pedestrian programs, supportive land use planning, and restrictions on car use.





ACTION 1:

Formulate policies, programs and practices that would make travel distances to work, school, or shopping easily to moderately bikeable/walkable.



TASK 1

Work with Land Use Department in Code Rewrite. Advocate for bicycle and pedestrian-friendly land use codes.

TASK 2

Amend the City's *Unified Traffic Ordinance* to include e-bike regulations.

TASK 3

Assess bicycle and pedestrian connectivity defined as the ability to reach important destinations, such as workplaces, schools, grocery stores, and banks, via pathways or roads with low vehicle volumes and low speed limits.



ACTION 2:

Assist Public Works and Land Use Departments in Ensuring that the Design, Maintenance and Construction of all City streets including private ones, roadways, and trails have appropriate bicycle and pedestrian facilities. “Appropriate” means facilities are safe, equitable, viable and comfortable.



ACTION 3:

Integrate public transport, education, and marketing programs.



THANK YOU!